

WATKINS'

CROWN BRAND



AERATED WATERS.

DELICIOUS IN FLAVOUR AND ABSOLUTELY PURE

Sole Makers of CINCHONA TONIC and CLARADE.

WATKINS, LIMITED,

CHEMISTS AND AERATED WATER MANUFACTURERS,
66, QUEEN'S ROAD CENTRAL.

power he pronounces is England. His dearest wish just now is to obtain from the Imperial Government permission to maintain a representative at the Court of St. James. This overture has been declined, yet he still adorns his sons and successors, if they do not secure this and other favours they seek from England, not to complain, 'otherwise they will lose even what they possess already.' It is curious to follow the astute reasoning with which the Amir tries to meet the objections to his project. As to the argument that an Afghan representative in London would mean a Russian representative at Kabul, Abdur Rahman points out that his representation at Simla has not entailed that. Moreover, he is bound by treaty to have no relations with any foreign power save England. He receives a subsidy from the Indian Government of 18 lakhs of rupees annually, but that does not disqualify him, argues this able pleader. 'Great Britain paid subsidies to more than one Continental prince in good old times and her Sovereign received the agents of the subsidised princes without hesitation.' Abdur Rahman has studied European history evidently in far Kabul. Is it possible that he remembers the circumstances which made England herself a subsidised power—when the 'Merry Monarch' sold his country to France for pocket money? A clinching argument is that when friction arises between Afghanistan and the Indian Viceroy's Government only one side of the case is presented on appeal to London.

The Amir, however, will clearly not succeed in this ambition. A point of more immediate importance is how he interprets and how the British Government interprets the bond at present existing. There are two schools of thought in England, one of which holds that our relations with the Amir bind us both in honour and in interest to try to arm his territory as an unbreached upon; the other holding that we can protect in theory, but not in fact, reserving the right to interfere and to secure our circumstances. The Amir's attitude is a fine line between the two.

if the Amir followed British guidance in his external relations our Government would aid him to repel unprovoked aggression. And there is small doubt that Abdur Rahman considers the promise binding.

SOFT, FAIR, DELICATE SKIN. A clear and healthy complexion produced by using BOWEN'S Cream, the most soothing, healing, nutritive and refreshing preparation, and warranted harmless to the most delicate skin. It prevents and removes Freckles, Tan, Sunburn, Redness, Roughness, Itch, Cutaneous Eruptions, Irritation, Stings of Insects, Eczema, Burns, imparts a luxuriant beauty to the complexion, and arranges the nose, hands and arms in matchless whiteness, unobtainable by any other means. Ask Stores and Chemists for BOWEN'S Cream, and avoid poisonous imitations. 3s

'He isn't nearly such a bright and shining light as he thinks he is,' said the young woman who discusses her acquaintance. 'No,' answered Miss Cayenne, 'and that's a very fortunate circumstance. If he were we could not look at him without using a piece of smoked glass.'

GUARANTEED CURE. After protracted and painstaking research, a thoroughly safe and certain Remedy has been discovered for Nervous Debility in every form. Lost Manhood, Loss of Vital Power, Seminal Weakness, Dimness of Sight, Impotence, Evil Emissions, Wasting Decay, Pains in the Loins, Pimples and Eruptions on the Face and Body, Loss of Memory, Confusion of Ideas, Palpitation of the Heart, Frightful Emaciation, Foul Breath, Low Spirits, Tiredness, Vertigo, Sleeplessness, Diseases of the Bladder, Weakness of the Genital Organs and all Diseases of the Urinary Organs. I will send particulars of this simple and efficacious Cure to any sufferer who sends me a self-addressed stamped envelope. Do not delay if you are a sufferer, for it will cost you nothing. Address: Rev. Joseph Hope, 'St. Cloud,' Westcourt Road, Worthing, England. (Name this paper).

There is often room for much courage in speech—courage not so much to maintain opinions as to confess ignorance.

ATYPICAL SOUTH AFRICAN STORE. O. R. Larson, of Bay Villa, Sundays River, Cape Colony, conducts a store typical of South Africa, at which can be purchased anything from the proverbial 'needle to an anchor.' This store is situated in a valley nine miles from the nearest railway station and about twenty-five miles from the nearest town. Mr. Larson says: 'I am favored with the custom of farmers within a radius of thirty miles, to many of whom I have supplied Chamberlain's remedies. All testify to their value in a household where a doctor's advice is not at hand. Within the past few months, no less than fourteen have been completely cured by Chamberlain's Cough Remedy. This must surely be a record. For sale by all Dealers, Watkins & Co., Ltd., Hong Kong Agents.'

ADVERTISE

ADVERTISE

ADVERTISE

'The Life of Trade.'

A ONE-TIME order, like one blow of the hammer on the head of the nail, makes an impression, but it is only the continuous insertion of the advertisement, like the continuous pounding on the head of the nail, that drives the argument home and clinches it.

The BEST Medium for Advertising is

THE China Mail.

Read by all Classes in the Colony and undoubtedly the
POPULAR & LEADING PAPER.

Established over Half a Century.

ASK FOR DROZ & CO.'s LEVER WATCHES and CHRONOGRAPHS.

Best Value, compatible with Good Workmanship.

All Watches Guaranteed.

TRADE MARKS:

BERNA, MAXIM.

Watches and Clocks repaired by Competent EUROPEAN EXPERTS.

DROZ & CO.,

1589

No. 10, Queen's Road Central.

When Women Entertain

at cards, etc., there's some sort of a beverage required—and it ought to be a good beverage for the sake of one's personal satisfaction. Each guest will enjoy

Rainier Beer

—it's something that is distinctly good, and there isn't a drop of harm in a houseful of it. Its flavor makes staunch friends.

Sole Agents:
A. S. WATSON & Co., Ltd.,
The Hongkong Dispensary.

JOHN OAKLEY'S

WELLINGTON KNIFE POLISH

WELLINGTON BLACK LEAD SOAP

SILVERSMITHS' SOAP

FOR CLEANING PLATE

POLYBRILLIANT METAL POMADE
NEVER BECOMES DRY & HARD LIKE OTHER METAL PASTES

JOHN OAKLEY & SONS, WELLSINGTON MILLS, LONDON.

JOHN OAKLEY & SONS, Limited, "Wellington" Mills, London.

HOLLOWAY'S OINTMENT

Is an unfailing Cure

For Old Wounds, Sores, Piles, Fistulas, Bad Legs, Bad Breasts, AND EVERY FORM OF SKIN DISEASE.

Manufactured only at
78, New Oxford Street, London. Sold by all Medicine Dealers.

DINNEFORD'S MAGNESIA

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

The Physician's Cure for Gout, Rheumatic Gout and Gravel, the safest and most gentle Medicine for Infants, Children, Delicate Females, and the Sickness of Pregnancy.

Sold Throughout the World.

N.B.—ASK FOR DINNEFORD'S MAGNESIA.

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

ESTABLISHED 1860.
TELEPHONE No. 259.

ACHEE & CO

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17a Queen's Road.

IMPORTERS OF

European

Goods of

All Kinds

DRAWING-ROOM,

DINING-ROOM,

and BEDROOM

FURNITURE.

SILVERPLATED,

GLASS and

CHINA WARES.

COOKING RANGES,

KITCHEN UTENSILS,

and HOUSEHOLD

REQUISITES.

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= graphic

Department

Photographic Goods of
Every Description.

PLATES, PAPERS,
and CHEMICALS.

EASTMAN'S

KODAKS, FILMS,
and ACCESSORIES.

Developing and
Printing Undertaken

ACHEE & CO

17a Queen's Road

CENTRAL.

A Few Doors East of Hongkong Hotel.

Telephone No. 155.

TRADE



MARK.

WE HAVE BEEN APPOINTED

SOLE AGENTS

MARTELL'S

BRANDIES.

ONE STAR\$22.00 per Case.
THREE STAR\$28.00 "
V. S. O. P.\$44.00 "
V. V. S. O. P.\$60.00 "

H. PRICE & CO.,

12, QUEEN'S ROAD.

MEMOS. FOR TO-MORROW.
Auctions.

11 a.m. — Auction of Sundry Household Furniture, by Messrs. Hughes and Hough.

Meeting.

Noon. — Meeting of Union Insurance Society of Canton, Ltd., at the Society's Head Office.

Miscellaneous.

Sale of the British ship *Cedre* Barrill.

General Memoranda.

FRIDAY, October 11. — 2.30 p.m. — Auction of Matsied, &c. Goods per *Bombay* undelivered after this date subject to rent.

SATURDAY, October 12. — 2.30 p.m. — Auction of Japanese Porcelain by Mr. O. P. Lammer, at his Sales Rooms, Duddell Street.

SUNDAY, October 13. — Goods per *Rio Roma* not cleared at 4 p.m. subject to rent.

MONDAY, October 14. — Goods per *Sedice* unclaimed before Noon, subject to rent.

TUESDAY, October 15. — Goods per *Scania* undelivered after this date subject to rent.



A.S. WATSON & CO., LIMITED.

WINE MERCHANTS.

Established 1841.

CLARETS.

Per Case Per Case
10 12 12 12 12 12 12 12 12 12

ST. ESTEPHE\$ 9.00 \$ 7.50

ST. JULIEN 9.00 9.00

LA ROSE 12.96 13.92

CHATEAU HAUT BRION 18.60 19.20

LARRIVET 18.60 19.20

CHATEAU MOUTON 21.00 22.20

D'ARMAILHACQ 21.00 22.20

CHATEAU PONTET 25.00

CANET 25.00

CHATEAU LA TOUR 30.00

CARNET 30.00

CHATEAU RAUZAN 42.00

CHATEAU LAFITE 48.00

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The publication of this issue commenced at 5.10 p.m.

The China Mail.

HONGKONG, WEDNESDAY, OCTOBER 9, 1901.

EDITORIAL COMMENT.

The frequency of the as-

section that the increased

competition German tonnage is due to

the support given by the

German Government to the mercantile

marine seems to have nettled Mr. Ballin,

the Director General of the Hamburg-

American Line, who visited Hongkong

recently. On Mr. Ballin's showing this

assertion appears to be quite incorrect.

Until last year, and then only because

the Hamburg-American Line combined

forces with the Norddeutscher Lloyd,

the Company over which he presides

with so marked ability has never

received a penny from the German

Government by way of subsidy. The

Company's steady growth must there-

fore be attributed to the growing spirit

of commercial activity and enterprise

which has distinguished Germany dur-

ing the past decade. All the more

credit to the Company that it is able to

increase its fleet and extend its field of

operations without Government support,

will be the opinion of all far-sighted

Britishers, who are never chary of re-

cognising worth and merit whatever

clime or nationality it may own! It

would seem to be a natural inference

that this rapid growth of the German

mercantile marine must entail damaging

effects to British shipping and com-

merce; but the contrary is the case, if

we are to believe Lord Avebury (better

known as Sir John Lubbock). At a

recent meeting of the Associated Cham-

bers of Commerce, Lord Avebury

quoted statistics proving not only the

continued preeminence of British trade

but the far more remarkable and com-

forting fact that the increase in the

volume of British trade continues at a

higher ratio than the trade of any of

our foreign competitors. Beyond saying

that statistics require careful scrutiny

before acceptance, we accept Lord

Avebury's comforting statement as that

of a careful student of modern economic

conditions. It ought to be reassuring

to the British people generally, but

whether it will be so to those who have

the commonplace bitter experience of

foreign competition is quite another

story. Mr. Ballin's letter is reproduced

elsewhere.

Accident to a Transport.

When the *Empress of China* reached

Yokohama from Vancouver, reports the

Japan Herald, she was not only late, but

had just about exhausted her supply of

drinking water. The explanation of this

fact, ten days after leaving Vancouver, she

met an American transport which had lost

her rudder and was fourteen days overdue.

There were some six hundred troops on

board. The *Empress* stood by her and sup-

plied her with water and provisions.

Naval News.

In accordance with the provisions of an

Order in Council, Commander W. W.

Smythe has been placed on the Retired

List at his own request, with permission

to assume the rank of Captain. Commander

Smythe's last commission was in command

of H.M.S. *Linnet*, which he took home this

year. He was the officer instructed in

1898 to proceed to Manila to report speci-

ally on the engagement between the

squadrons respectively commanded by Ad-

miral Dewey, U. S. N., and Admiral

Montejo, the Spanish naval commander.

The Coming Coronation.

According to *Truth*, the Emperor Wil-

liam is said to have expressed a wish to

attend the Coronation as a relative, an

arrangement which could scarcely fail to

produce confusion, and all kinds of 'trac-

series' as to etiquette and precedence, for

his Majesty would not be present as Ger-

man Emperor and King of Prussia, but

merely as a grandson of Queen Victoria

and a nephew of the King, so that his place

would be among the royal family, and he

would not take his rank as a Sovereign. The

Emperor is to be officially represented by

either Prince Albert of Prussia, or by his

brother-in-law Prince Frederick Leopold

(brother of the Duchess of Connaught)

whose wife is a sister of the Empress.

Nursing Mothers.

The quality and quantity of an infant's

food is often seriously affected by the state

of its mother's health who nurses it. If

health of mothers is frequently the cause of

indigestion and diarrhoea in their babies

which are nursed at the breast. Poor

water, unsatisfactory and insufficient milk

cannot properly nourish a baby. Poor food

will do the health of the child and its

cause emaciation. Stearns' Wine of Cod

Liver Oil increases the flow of milk, makes

it rich, and at the same time builds up the

mother's system. It enables the mother to

get from her food the greatest quota of

nourishment. It is sustaining in the high-

est degree through the trying period—a

time when the organs of digestion and

assimilation must furnish nutrition for both

mother and child. At all Chemists, and

Wholesale from A. S. Watson & Co., Ltd.,

Hongkong.

LOCAL AND GENERAL.

To Subscribers.
In order to expedite the work of dis-
tributing this newspaper to subscribers
throughout the Colony, we are re-arranging
the Districts of our delivery codes. If
any irregularity occurs in delivery, we hope
subscribers will notify us at once. The
change will be introduced in the various
districts in the course of the present month.

Notes by the Way.
H.M.S. *Barfleur* is expected here
shortly on her way to England.

The Ben liner *Bentonsand* from London
has a quantity of explosives for Hongkong.

To-day, Pan Ming, trader, was fined
\$20 for selling 'Wai Sing' lottery tickets
in Hongkong.

The *Athenaeum* announces the forth-
coming publication of 'The Island of For-
mosa' by J. W. Davidson.

The very much decomposed body of a
Chinaman was found on the foreshore at
Kowloon on Monday night.

Sir Claude and Lady MacDonald will
arrive in Japan by the *Empress of India*,
due at Yokohama on the 21st inst.

An advertisement in a Bangkok con-
temporary still notices that Mr. N. J. Ede
is Secretary of the Union Insurance Society
of Canton.

The 3rd Madras Light Infantry band
is very much appreciated in Singapore,
large crowds turning out nightly to listen
to the music.

It is understood, from private infor-
mation received, that Mr. H. I. Chope, Ac-
ting Agent P. & O. Company, has received
the permanent appointment as Agent at
Singapore. This announcement will be
welcome news to Mr. Chope's numerous
friends in Singapore, says the *Free Press*.

By kind permission of Colonel Baillie
and Officers, 22nd Bombay Infantry, the
Band will play at Kowloon Parade Ground,
at 4.45 p.m., on Thursday, the 10th inst.,
at the hockey match 'Indian Brigade',
Royal Artillery, and the Officers of the
Brigade will be 'At Home' to their
friends.

There has been a considerable increase
this year in the import of rice from For-
mosa. Since July the amount of rice im-
ported from the island has amounted to
more than ten thousand *tan*. The reason
doubtless is the high price of rice on the
mainland and the prohibition of export
from Corea.

The distinguishing note of modern en-
gineering is that it subserves in the main the
interests of the mass of the people. The
greater comfort, better feeding, higher
healthfulness, freer movement of the people
to outside the congested urban areas of to-
day, as contrasted with the state of the
population of England and other countries
a century ago, are chiefly attributable to the
triumphs of engineering professional work.

The *Singapore Free Press* of the 30th
inst. says:—Sir Alexander Swettenham, our
late Colonial Secretary and Acting Govern-
or, arrived here yesterday morning by
French Mail from Hongkong. Sir Frank
Swettenham, who had been dining at Johore
on Saturday with the Pemangku Rajah, came
round early in the morning by the *Son Belle*
to meet Sir Alexander. It is understood
that Sir Alexander will stay a fortnight
here before going on by the following
French Mail to England, and thence to
British Guiana, to take up his new appoint-
ment as Governor of that Colony.

RECREATION NOTES.

Saturday's cricket match, if it did nothing else, proved that in Hongkong there are plenty of cricketers who can make runs—if they are given a little luck. The first-class bowler who is to play havoc with Singapore and Shanghai has still to be unaccounted for, after all, bowling is the weakest branch of the game locally. When the XII were batting, it is a wonder Burnie was not tried. With practice, I fancy this young player would be well worth his place in a representative team. He can bat, fields well, and bowls a good ball. In selecting teams to play against Shanghai and Singapore, I am of opinion that the selectors should choose men who can keep down runs in preference to men who can bat a bit, but who make egregious blunders in the field. Saturday's fielding was far from 'passing fair'. Eighteen chances were thrown away; but that is not the worst feature of the play. I have seen Grace drop an easy catch, in the same position and much in the same way as the captain of the XII dropped one. But what struck me most was the very poor ground fielding of most of the players. There was next to no attempt to follow the flight of the ball, and the action of the batsman; no judgment, no attempt to place one's self in anticipation of the stroke. One fielder in a responsible position, instead of attempting to get behind the ball, as he had ample time to do, stuck out one hand, and then drew it away—the stroke was a hard one—and allowed the ball to travel to the boundary. It was enough to break any self-respecting cricketer's heart to see the way runs were thrown away.

When the All-comers were batting, it was a treat to see Cox and Freedy fielding. Of course, they were out when the sun had gone down a bit and so could get a better sight of the ball; but that part they showed how fielding can be practised if one's heart is in the game. It goes without saying that if the fielders don't back up the bowlers you can't expect wickets; and unless there is a change between now and the middle of November I fear our inter-port visitors will run up huge scores.

It would appear that up Shanghai way also fielding is a lost art. In copying the following remarks from the *Japan Gazette*, a Shanghai contemporary says they should be taken to heart by Shanghai cricketers:—The essence of good fielding is to start before the ball is hit and to pick up and return straight to the top of the bats, by one continuous action. But what do we see nowadays? The fielders stand as though when a catch comes his way, evidently surprised, for he never anticipated such an event, while as for diving the intention of the batsman, that is out of the question. But a man who will water can be on his toes before the ball is hit. I sometimes think that fielding is an inspiration.

The following letter by 'The Empire' in the *N. C. Daily News* gives a glimpse of a little by-play in the Anglo-Scottish match which must have been amusing to everybody—But Anton:—

Referring to the manner in which Mr. Anton lost his wicket on Saturday your reporter says:—

He evidently imagined that the ball had been returned to the bowler and left his crease, but A. E. Lanning had held it for some reason and promptly stepped him? What Mr. Anton imagined I cannot say, but the following facts show what he did. He played a 'ball-back' to mid-on where Walsh was holding, and then followed it up a little. Walsh returned the ball sharply to the wicket-keeper, Anton seeing it coming, quickly got his bat down within the crease, and then still standing well outside his ground put his thumb to his nose and extended his fingers in the usual skirmishing order towards J. B. who had been so inconsiderate as to try to run him out.

All this was part of the by-play and was amusing enough to the field. What was still more amusing, however, was the movement which accompanied it. Still keeping a foot or so outside the crease, Mr. Anton triumphantly flourished his bat over his head and as your reporter says was promptly stepped.

Between the time that the ball was played back and the putting down of the wicket not more than about five seconds could have elapsed. I have taken the trouble to go through the match to see if your reporter might have been the impression of sharp practice. There was nothing of the kind. It was a piece of thoroughly good cricket, though after the first over Mr. Anton had sided. I feel sure that there was not a man on the field who did not feel sorry that so admirable a batsman as Mr. Anton should have lost his wicket so.

So much has been written about the Yorkshire Eleven and its year's record that there is nothing new to be said. But as the following paragraph in a 'home paper' bears more upon 'the ideal captain' than on Yorkshire itself I think it will prove of interest to my readers. In pondering over the marvellous success of the Yorkshire eleven at cricket during the past two years the average man is apt to overlook more or less the great factor which has contributed to the wonderful results that have been obtained. This factor is the splendid captaincy of Lord Hawke. Most followers of cricket, apart from the supporters of Yorkshire, willingly acknowledge Lord Hawke's great powers as a captain, and agree that no other captain in England today—save even Dr. Grace himself—knows better exactly what to do under every kind of circumstances on the cricket field. Lord Hawke's great power is not in his batting, or in his bowling, or in his fielding, or in his leadership, but in his ability to go on to the very end.

over that Haigh should come in, the exact times when the marvellous Rhodes must cross over to begin dismissing the batsmen from the other end. He seems to grasp, as if by instinct, exactly the point of the game when J. T. Brown will be of service as a bowler, or when Wainwright's slow will upset men whom Rhodes and Hirst cannot get rid of. You will find—and you have done so this year more than once amongst Yorkshire's great rivals—captains who make a mistake as to putting opponents in first, and little things of that sort, which have turned out eventually anything but 'little'; but you never find, somehow or other, that Lord Hawke gets wrong in these matters. It can hardly be all 'luck', despite the constant remarks one hears from grudging partisans of other less successful counties; it can hardly be all 'luck' that Yorkshire does almost always exactly the proper thing, whether the wicket be wet or dry, whether the opposing side be Lancashire or Derbyshire. No! Tykes all over England know that to one man especially belongs much of the triumph and that man not the great bowler Rhodes, not the crack batsman Mitchell, not the marvellous all round man Hirst, not the beautiful fielder Denton, but the quiet, unassuming captain whose eagle eye sees every point of the game, the man who always plays for Yorkshire to win—Lord Hawke.

I am pleased to see that the new football club has become *ex facto* *de facto*. There is plenty of room in Hongkong for two and even three civilian football clubs; and, as I have confidence in those who have brought together the present combination, I wish them a large measure of success in the coming season. The name of the club has been left over for a time. Might I make a suggestion? How would 'Watson's F' do for a distinctive cognomen?

The Football Shield Committee will meet on Monday next to arrange for this season's competition.

The Hongkong Football Club will have a second team this season, as a large number of players are available.

Mr. H. Hulton has again won the golf championship of Ireland, beating Mr. Peter Dowie, Edinburgh Burgess, in the final by 6 up and 4 to play.

The V.R.C. have fixed on Wednesday and Thursday, 11th and 12th December, for the Regatta. Crews for the Chairman's Cup will be picked on the 1st November. There will be three four-oar outrigger races on each day, including the International and Ladies' Punt; and I hear that a challenge will be sent to the Hongkong Boat Club. It is proposed that two four-oar boats should enter from each Club, the course to be the International one, about and a-quarter miles. I hope there is, enough sportsman-like spirit in the Boat Club to accept the challenge.

SPECTATOR.

THE GERMAN MERCHANT MARINE.

The following letter appears in several of the leading London dailies:—

Sir,—For a long time past the assertion has repeatedly been made in the English Press that the success of the German Merchant Marine is to be attributed to large subsidies paid by the German Government. This statement does not only appear in the daily papers, but frequently even in periodicals specially devoted to the interests of shipping. The Hamburg-American Line has thus been particularly pointed out as owing to the material assistance received from the Government its ability to run steamers like the *Deutschland*, and its development into the largest shipping Company in the world.

I have so far never looked upon these statements as sufficiently important to demand public rectification. Observing, however, that of late in your country intense interest seems to be taken in this question, so that hardly a day passes without prominent English papers dealing with this subject, I now think I ought to correct this erroneous idea about German shipping subsidies, and, therefore, beg to state that up to the year 1900 the Hamburg-American Line never received any Government subsidy. Since last year we are sharing in a subvention granted for the maintenance of a regular fortnightly mail service between Germany and the East, and, up to the present, two of our vessels are running under this contract. Last year the subsidy which we received out of this subsidy amounted to about £12,000 sterling. For this the mails have to be forwarded without further payment, and there are so many conditions relating to the high-class of vessels, speed, itinerary, &c., that the subsidy, so far, has proved to be insufficient for the realisation of a profit.

For none of our other lines is a contribution paid by the State, and for the conveyance of mails on all these lines we receive nothing but the customary rates, which are certainly not larger in Germany than in your country. We do not even receive the subsidy which the British Government pays to the large British Steamship Companies for fitting and keeping certain specially suitable steamers at the disposal of the Admiralty in case of mobilisation. The large German Steamship Companies have hitherto agreed to render like services without demanding any payment in return.

I am, Sir, your obedient servant.

ALBERT BALLIN,
Director General Hamburg-American Line,
Hamburg, August 28.

The telephone bell rang. Hello, is this Blank & Co.? I inquired a great little voice, when a clerk answered the phone. 'Yes, it is Mr. B. there.' 'Yes, but Mr. B. is engaged now, and I fear he can't talk to you.' Oh, I know he is engaged; he's engaged to my sister. But he's allowed to talk to me, Mr. B. is so much kinder to the children than the other clerks. I said to the telephone, 'Tell Mr. B. that I am waiting for him.' 'I will tell him, Mr. B. is waiting for you.' I said to the telephone, 'Tell Mr. B. that I am waiting for him.' 'I will tell him, Mr. B. is waiting for you.' I said to the telephone, 'Tell Mr. B. that I am waiting for him.' 'I will tell him, Mr. B. is waiting for you.'

THE HSING-NING KISING.

Good News.

As briefly reported in the *China Mail* last night, the latest news from Hsing-ning district, north-east Kwangtung, is of a more reassuring nature.

Rev. William Ebert, of the Basel Mission, who is at present in Hongkong, informs us that he has had a communication from Mr. Schultz, of the same mission, about whose safety some anxiety was felt. Mr. Schultz, on hearing of the outbreak, left his station, which was situated between the rebels and their objective Kaiying-chow, and which was certain to be attacked by the mob when they came along. The rebels were at this time about forty Chinese leagues from Kaiying-chow and Mr. Schultz's station was situated about an English mile from Kaiying-chow City. He did not consider it safe to stay, so he went to an out-station on the other side at Kaiying-chow. From this out-station, it would have been a much easier matter for him, had the situation become more serious, to get clear away to Swatow.

Writing under date 2nd October, Mr. Schultz says, 'Yesterday, in the forenoon, I got safely back to our station because yesterday the Imperial troops defeated the rebels and made twenty-two prisoners, eleven of whom were decapitated last night. The rebels are retreating towards P'in Yan, on the border of the Kiangsi Province and the troops are following them up.' There are two other missionaries with Mr. Schultz, viz.—Mr. Kastler and Mr. Panninger. These gentlemen also belong to the Basel Mission and we hear that it is their intention to make a reconnoitering tour of the recently disturbed district. They intend to go over the scene where the rebels have just destroyed the chapels and mission stations, especially Pangtung, the station which was first raided and burned. The inference to be drawn from this is that order is pretty well restored in this region, otherwise Messrs. Kastler and Panninger could not entertain such an intention.

There is no news from Mr. Kutter, but it is confidently believed that he is quite safe. Had anything happened to him, the Mission states that a special messenger would doubtless have brought news of it. In any case, communication with Mr. Kutter is only to be had twice a month.

THE DEVELOPMENT OF JAPAN.

A Consular Report gives an interesting account of the foreign trade and shipping of Japan from 1872 to 1900. It states that the value of the import trade in 1872 was £4,500,000, and of the total trade over £8,750,000. Although during 1877-78 the country passed through the Satsuma Rebellion, the most serious crisis in its history, these values had, in 1890, grown to nearly £7,500,000 and to over £12,500,000 respectively. From 1872 to 1881 there was a heavy balance of trade against the country. There had been a continuous export of specie, and the coinage was replaced by an inconvertible paper currency. This was largely over-issued, and gradually fell from par until it reached a discount of over 82 per cent. It was not until 1884, when the currency resumed its par value, that the import trade began to resume the promising appearance it gave in 1880. Both the import and the total trade have since continued to advance steadily. Taking the average annual value of the past four years, 1897-1900, as a fair criterion of Japan's present purchasing power, it will be seen that she now takes nearly £26,000,000 worth of goods from abroad, as compared with £4,500,000 in 1872, £7,500,000 in 1880, and £13,000,000 in the exceptional year of 1890. In 1883 more than half the total imports came from the United Kingdom, in 1890 about one-third, in 1898 considerably less than one-fourth, in 1899 little more than one-fifth, and in 1900 one-fourth. In the last mentioned three years the aggregate import trade of the whole British Empire has been less favourable to the whole import trade of Japan than that of the United Kingdom alone in 1880. While the trade of the United Kingdom has in the period referred to increased less than one and a half fold, that of Germany and of the United States have each grown more than ten fold. Not only is this the case at the present time, but the most strenuous efforts are being made in both the latter countries to prepare the way for very considerable extensions in the future. While much of the success of Germany and the United States must be ascribed to the willingness of the manufacturers of both countries to specially cater for the requirements of the Japanese, the vigour and the vigilance of agents, some of it—not the least part—is undoubtedly due to facilities of through transport from the seat of production in both countries to the destination of the goods in Japan. A striking feature is the development of the highly subsidised Japanese tonnage. In 1893 about 100 Japanese vessels were in the fleet of the slightest notice in the Consular report; in 1900 they amounted in number to over 3000 vessels of nearly 3,500,000 tons; in 1872 Japan possessed 96 merchant steamers, of an aggregate tonnage of 23,394 tons. They were all, without exception, vessels which had been condemned by their original owners. In 1900 her merchant fleet included 846 steamers, of 628,321 tons, most of them vessels of the highest types of modern construction.

In the springtime of youth, the value of rosy, robust, rumping health is incalculable. The happiness and success of after-life is a large measure dependent upon the outcome of this formative period.

Boards' Wine as a tonic, blood-builder and health-giver is admirably adapted to the treatment of run-down, debilitated and sickly conditions of children. Children like it, and it is a tonic to the system. Ask your Chemist, or by all means, write to A. S. Watson & Co. Ltd., Hongkong.

ROYAL HONGKONG GOLF CLUB.

Captain's Cup and Silver Medal for October.

The following scores were returned:—

CAPTAIN'S CUP.	
Commander Blackburn, R.N.	35 — 15 80
Mr. J. H. T. McMurtrie	39 + 2 82
Mr. C. M. G. Burnie	39 + 1 82
Major King, R.A.	95 — 11 84
Mr. E. J. Grist	92 — 6 87
Mr. C. Palmer	106 — 9 87
Mr. R. L. Richardson	104 — 17 87
14 entries.	
POOL.	
Mr. J. H. T. McMurtrie	80 + 3 82
Mr. C. M. G. Burnie	83 — 1 82
Mr. E. J. Grist	92 — 6 87
Mr. C. Palmer	106 — 9 87
Mr. R. L. Richardson	104 — 17 87
11 entries.	

CHINAMAN CHARGED WITH BIGAMY.

The Custom in China.

At the Malacca Assizes a Chinaman named Lim Bun Lip was charged with bigamy, with the result that the jury disagreed and the judge ordered a new trial at the next Assizes. In this case the Consul-General for China in Singapore gave evidence as to the Chinese law on the subject of bigamy, and incidentally gave some interesting information on the subject of Chinese marriages. He said that the essential ceremony in a complete Chinese marriage was the adoration by both bride and bridegroom of the ancestral altar, on which was placed the ancestral tablets; and that in China, whenever the question of the validity of a marriage was in question, it was decided on this point. Other interesting and socially important parts were, the worshiping of heaven and earth, the giving of the bride and the dowry, and the giving of the bride to the parents and relatives of the pair. A Chinaman going through the ceremony of bowing to the ancestral altar with a woman whilst his first wife was alive committed an offence; the marriage was invalid as a first marriage, and the man was liable to 90 days at a raton. A superior Chinaman might take an inferior wife whilst the superior wife was alive. In this case only the woman bowed to the ancestral altar. To obtain divorce it was necessary to go to a court of law. If a man bowed with a woman before the ancestral altar whilst his first wife was alive, the ceremony was of no avail. The woman, if she chose to claim the right, became an inferior wife, or concubine, and in any case could only become free from the man by an appeal to a court of law. The legitimacy of children in China did not depend solely on the validity of the marriage of their parents; and children of inferior wives or concubines inherited with children of the superior wife, their share being one half that of other children.—*Pingang Gazette.*

NEW FOSSIL MAMMALS FROM EGYPT.

In the *Geological Magazine* for September, Dr. C. W. Andrews describes some remarkable fossil mammals recently obtained for the British Museum from the Fayum in Egypt by himself and Mr. H. J. L. Deadall, who first discovered them. Among them are two or three Sirenia, still represented by the digging of the Red Sea, but even more interesting to paleontologists are three large and strictly terrestrial creatures. One much resembles the mastodon, a near relation of the elephant, but differing from it (as implied by its name) in the shape of the grinding teeth, and in sometimes bearing tusks in the lower as well as in the upper jaw. This creature, which he names *Proboscidea*, is found in deposits about the age of the Hurdia Beds of the Isle of Wight, now called Lower Oligocene, and so distinctly older than those in which true mastodons occur, and it differs from them in being what naturalists call a more generalized type, and thus supplying a link in their pedigree. Another new mammal, named *Megatherium*, found at a rather lower level, or near the top of the Eocene, is hardly less interesting, for it is probably another form of the *Proboscidea*. It is more the size of a large tapir, but is more massive in structure. A yet more heavily-built animal, to which the name *Bradytherium* is given, comes from the same horizon. In some respects it resembles the *Dinotherium*, which afterwards existed in Europe and elsewhere, and which is distinguished by back-curved tusks in the lower jaw, but is also related to a group of ungulate animals called *Amblypoda*, very large and heavy creatures, found both on this Continent and in North America. There they are most common in Wyoming, where they haunted the shores of an ancient lake. They must have been very lumbering creatures, perhaps their most marked characteristics being the bigness of their bodies and the smallness of their brains. Dr. Andrews expects that the mammalian remains will be found to occur in other tertiary deposits of the Libyan Desert; but what has been already discovered possesses an unusual interest, for it differs entirely from the fauna found in the same age in Europe, and points to the existence of a large land area to the South, isolated from other parts of the Old World. One long-standing problem, the place of origin of the *Proboscidea*, may be regarded, in his opinion, as solved already; and the idea that one of the nurseries of the mammals was situated in the more central parts of Africa receives additional support from these discoveries.

She was a sweet young thing, and they had exchanged the ballroom for the conservatory. As his arm stole about her neck, she murmured, 'Am I the first girl you ever hugged?' He was a newspaper man, and therefore he could not tell a lie, so he replied, 'No, you are the third edition I have put to press tonight.'

CHAMBERLAIN'S COUGH REMEDY SAVED HIS BOY'S LIFE.

I believe I saved my (nine-year-old) boy's life this winter with Chamberlain's Cough Remedy, says A. M. Hopper, No. 2000, Wis., U.S.A. 'He was so choked up with croup that he could not speak. I gave it to him freely until he vomited, and in a short time he was all right.' For sale by all Dealers, Watson & Co. Ltd., General Agents.

To-day's Advertisements

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

SATURDAY,
the 12th October, 1901, at 2.30 p.m., at his Sales Room, DUNDRELL STREET, A CONSIGNMENT OF

JAPANESE PORCELAIN,
Comprising:—
VASES, BOWLS, JARDINIERS, STANDS, CYLINDER VASES, etc., etc.
HAND, PAINTED AND SILK EMBROIDERED SCREENS, etc.

TERMS:—Cash on delivery.
GEO. P. LAMBERT,
Auctioneer.

Hongkong, September 6, 1901. 2073

HONGKONG MISSIONS TO SEAMEN.

A CONCERT

will be given on
WEDNESDAY, 16th OCTOBER, at 9 P.M.,
By the MEMBERS of
ST. JOHN'S CATHEDRAL CHOIR,

in the
Hos. C. P. CHATER'S BUNGALOW,
Kowloon
(Kindly lent for the occasion).

SOLOISTS:—
MRS. LOWSON,
MR. G. P. LAMBERT,
MR. ALICE MARSH,
BANDMASTER J. H. MOIR, R.W.F.,
AND OTHERS.

The Proceeds will be devoted to the local work of the Missions to Seamen.

Prices: Reserved Seats \$2. Unreserved Seats \$1.

Tickets may be obtained from the ROBINSON PIANO COMPANY, Rens. J. H. FRANCE and T. WRIGHT, and A. CUNNINGHAM.
Hon. Sec., St. John's C. Choir.
Hongkong, October 9, 1901. 2072

FOR YOKOHAMA AND KOBE.

THE H. A. L. Steamship *SEGOWIA*,
Captain FORBES, will be despatched for the above Ports on SATURDAY, the 12th Inst., at Noon.

For Freight or Passage, apply to
HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, October 9, 1901. 2069

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW & AMOY.

THE Company's Steamship *LAOS*, Captain RIGGALL, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES via Port of call, without Transhipment. Cargo and Specie will be registered for London as well as for MARSEILLES, and placed in transit through MARSEILLES for the principal Places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 20th Oct. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

P. DE CHAMPMORIN,
Sole Agent.

Hongkong, October 8, 1901. 2068

FROM HAMBURG, BREMEN, ROTTERDAM, PORT SAID, PENANG AND SINGAPORE.

THE H. A. L. Steamship *Segowia*, Capt. FORBES, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day.

No Cargo impeding her discharge will be landed into the Godowns of the Yokohama and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th Inst. will be subject to rent.

All Broken, Chafed, and Damaged Goods to be left in the Godowns, where they will be examined on the 15th Inst., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, October 2, 1901. 2070

To-day's Advertisements

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO', ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship *Shinano* Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG and KOWLOON WHARF and GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 p.m. To-day.

No Fire Insurance will be effected. All Ship-damaged Packages must be left in the Godowns, and Notice of same sent to this Office before the 15th Inst., or Claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA.

Hongkong, October 9, 1901. 2071

For Sale.

FOR SALE.

THE BRITISH SHIP *Cecile Burrill*, 1764 tons register; now lying at Anchor near Stonecutters Island, in a damaged condition. Will be sold by Auction on 10th October. The ship is a large carrier, has delivered 2978 tons of Coal loaded to Elmer's Mark, and she has also carried 807 standard of coal.

CLAUNA A. TREFRY,
Master.

Hongkong, September 25, 1901. 1993

FOR SALE.

HOUSES and LAND at the Peak. For detailed Particulars. Apply to

DENNIS & BOWLEY,
Solicitors, Supreme Court.

Hongkong, September 28, 1901. 2007

FOR SALE.

JOHN GRAHAM'S Choice 'FIVE CROWN' PORT. Well-known to connoisseurs in the East.

G. C. ANDERSON,
20, Des Voeux Road.

Hongkong, September 14, 1901. 1999

Intimations.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.30 a.m. to 8.00 a.m. Every 10 minutes.

8.30 a.m. to 8.30 a.m. Every 15 minutes.

8.30 a.m. to 8.30 a.m. Every 15 minutes.

9.30 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 2.30 p.m. Every 15 minutes.

2.30 p.m. to 3.30 p.m. Every 15 minutes.

3.30 p.m. to 8.00 p.m. Every 10 minutes.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 8.30 a.m. Every 15 minutes.

8.30 a.m. to 9.30 a.m. Every 15 minutes.

9.30 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

12.00 Noon to 1.00 p.m. Every 10 minutes.

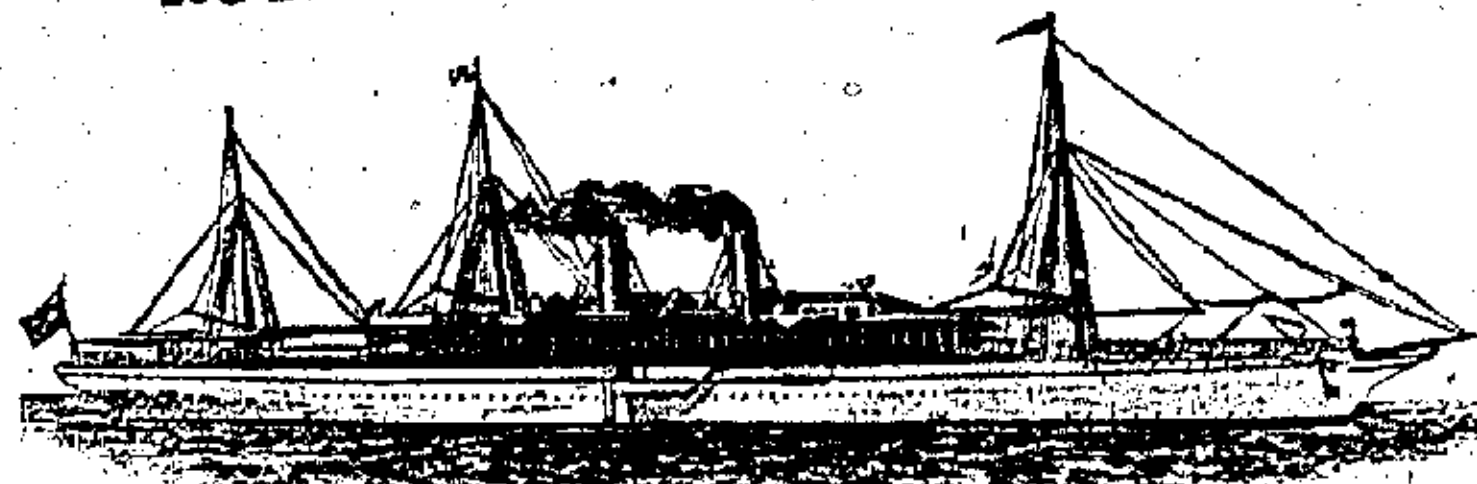
1.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 15 minutes.

Shipping.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
SAFETY—SPEED—PUNCTUALITY.
Twin Screw Steamships—8,000 Tons—10,000 Horse power—Speed 19 knots.
Sailing 3 to 7 days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)

EMPEROR OF CHINA...Comdr. R. B. BEECHAM, R.N.R. WEDNESDAY, 23rd Oct./1901
*TARTAR 1426 Tons...Comdr. O. P. MARSHALL, R.N.R. WEDNESDAY, 20th Nov./1901
*EMPEROR OF INDIA...Comdr. H. MOWAT, R.N.R. WEDNESDAY, 4th Dec./1901
*ATHENIAN, 3582 Tons, Comdr. H. MOWAT, R.N.R. WEDNESDAY, 18th Dec./1901
EMPEROR OF JAPAN...Comdr. H. PETER, R.N.R. WEDNESDAY, 18th Dec./1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making THREE DAYS TO A WEEK in the Trans-Pacific journey, and save connection at Vancouver with the Trans-Pacific Railway, and the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent from the PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of. Passengers booked through to all principal points and AROUND THE WORLD Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

* Special Extra Service.

The Company's Extra Steamships "ATHENIAN" and "TARTAR" have now been placed on the Line between CHINA AND JAPAN PORTS AND VANCOUVER, as additional sailings.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, and also Storage. The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA AND VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to
Hongkong, October 1, 1901.

D. E. BROWN, General Agent,
PEDDER STREET, 1112

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LOYD HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PANGLOSS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; Also LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers	Sailing Dates
HAMBURG (HAMBURG-AMERIKA LINIE)	WEDNESDAY, 16th October.
SACHSEN	WEDNESDAY, 30th October.
KIATTSCHOU (HAMBURG-AMERIKA LINIE)	WEDNESDAY, 13th November.
STUTTGART	WEDNESDAY, 27th November.
KONIG ALBERT	WEDNESDAY, 1st December.
PRINZESS WILHELM	WEDNESDAY, 25th December.
PRINZ HEINRICH	WEDNESDAY, 8th Jan., 1902.
PRINZESS	WEDNESDAY, 22nd January.
HAMBURG (HAMBURG-AMERIKA LINIE)	WEDNESDAY, 19th February.
SACHSEN	WEDNESDAY, 6th March.

ON WEDNESDAY, the 16th day of October, 1901, at Noon, the Steamship HAMBURG, of the HAMBURG-AMERIKA LINIE, Captain H. MAGNUS, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on Monday, the 14th October, and Parcels will be received at the Agency's Office until Noon on Tuesday, the 15th October. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to
Melchers & Co., Agents.

CHINA NAVIGATION CO.,
LIMITED.

FOR	TO SAIL
MANILA, ILOILO AND CEBU	Kaifong * 11th October.
MANILA	CHINGTO * 12th October.
PORT DARWIN, THURSDAY	
ISLAND COOK TOWN	CHINGTO * 12th October.
TOWNSVILLE, BRISBANE	
SYDNEY AND MELBOURNE	
CHEFOO AND NEWCHANG	CHINGKIAN * 12th October.
SHANGHAI	Poochow 12th October.
SHANGHAI	WHAPOA 14th October.
TIENTSIN	PAUOI 15th October.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Hongkong, October 8, 1901.

AGENTS.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; North and South American Ports).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR HAVRE, BREMEN AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Keenigberg, Capt. CHRISTIANSEN,	19th October,	Freight and Passengers.
FOR HAVRE AND HAMBURG.		
CALLING AT SINGAPORE AND COLOMBO		
S.S. Bamberg, Capt. ZUBROSEN,	2nd November,	Freight.
FOR HAVRE, BREMEN AND HAMBURG.		
CALLING AT SINGAPORE AND PENANG.		
S.S. Seydlitz, Capt. FORNICK,	18th November,	Freight.
FOR HAVRE AND HAMBURG.		
CALLING AT SINGAPORE AND COLOMBO		
S.S. Morburg, Capt. ZACHARIE,	30th November,	Freight.
FOR HAVRE AND HAMBURG.		
CALLING AT SINGAPORE AND PENANG.		
S.S. Suevia, Capt. BOSCH,	14th December,	Freight.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE

1846

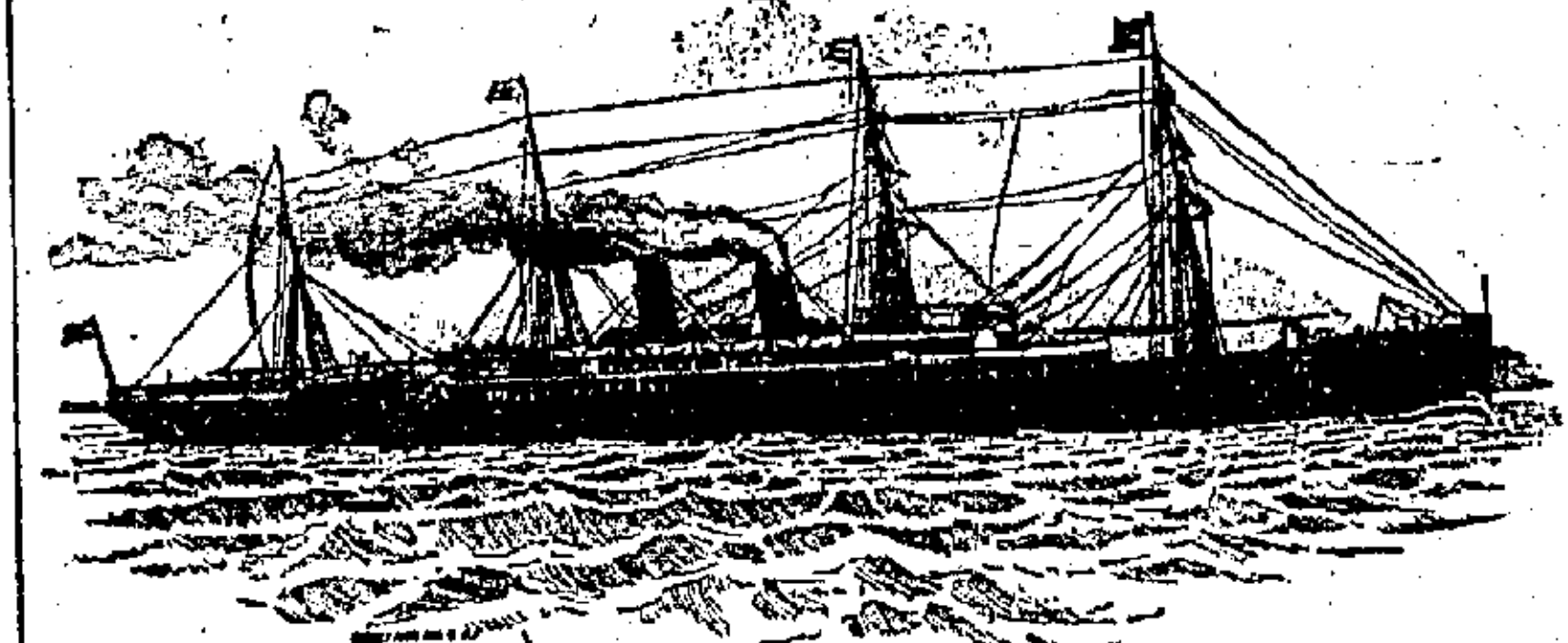
Queen's Building, No. 1.

Shipping.

U. S. MAIL LINES.

PACIFIC MAIL STEAMSHIP COMPANY AND
OCCIDENTAL & ORIENTAL STEAMSHIP CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.



PROPOSED SAILINGS FROM HONGKONG.

CHINA ... SATURDAY, 19th Oct., Daylight.
DORIC ... TUESDAY, 20th Oct., at Noon.
PERU ... TUESDAY, 19th Nov., at Noon.
OPTIC ... WEDNESDAY, 20th Nov., Noon.

THE P. M. S. S. Company's Steamship CHINA will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 19th October, at Daylight, taking Freight for Japan, the United States and Europe. Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the Principal Cities of the United States & Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other Central and Pacific Lines, and from Chicago to destination, the choice of direct lines, direct connecting Railways, and from Chicago to destination, the choice of direct lines. Special Rates (First Class only) to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European members of the Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

Consular Rates (First Class only) to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to Passengers who do not hold Return Tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers. Freight will be received on board until 4 p.m. the day previous to sailing. Parcels should be marked to address in full, value of same is required.

Consular Invoices to accompany cargo or parcel (valued at \$100 Gold or over) destined to points beyond San Francisco in the United States should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building, Hongkong, October 9, 1901.

GEO. ECKLEY, Acting Agent.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

Northern Pacific Railway Co.

Steamer	Tons	Captain	Proposed Sailing
Victoria	3502	J. Pantan	October 15
Bravo	3601	W. Watt	November 12
Glenage	3780	W. Prakes	November 26
Tacoma	2811	A. Dixon	December 12

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR AND EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.
Excellent accommodation. First class Table. Doctor and Stewardesses carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. Dining Car is attached to trans-continental train day and night; Tacoma to New York in 4 1/2 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA, TACOMA, £35.
The best route to the Klamath Gold Fields. Frequent sailings from Victoria, Tacoma to DYER and St. MICHAEL.

Rates of Passage to other Points on application.
Special rates allowed to members of Government Services.
For further information as to Passage or Freight, apply to

Dodwell & Co., Limited, General Agents.

Hongkong, October 9, 1901.

OCEAN STEAMSHIP COMPANY

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	Nestor	10th October.
GLASGOW AND LIVERPOOL	Laertes	12th October.
GLASGOW AND LIVERPOOL	Dardanous	17th October.
GLASGOW AND LIVERPOOL	Machanon	23rd October.
GLASGOW AND LIVERPOOL	Phoenicia	28th October.
S. S. "NESTOR" from GLASGOW and LIVERPOOL left SINGAPORE on the 5th Inst., and is expected here on the 10th Inst.		

HOMWARDS.

FROM	STEAMERS	TO SAIL
LIVERPOOL DIRECT	ULYSSES	14th October.
(Taking Cargo at London Rates)	PERSEUS	15th October.
LONDON	CALYPSO	20th October.
LONDON	NESTOR	12th November.
LIVERPOOL DIRECT	DARDANOUS	17th November.
(Taking Cargo at London Rates)	MACHANON	23rd November.
LONDON	PHOENICIA	28th November.

For Freight, apply to

BUTTERFIELD & SWIRE,

Hongkong, October 7, 1901.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers	Destinations	Sailing Dates
SHINANO MARU, F. E. COPE,	ROBE and YOKOHAMA.	FRIDAY, 11th Oct., at Daylight.
KAGOSHIMA MARU, K. KOU,	BOMBAY, via SINGAPORE and COLOMBO.	FRIDAY, 11th Oct., at Noon.
HAKATA MARU, F. L. SOMMER,	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 18th Oct., at Daylight.
KASUGA MARU, H. FRAZER,	NAGASAKI, KOBE and YOKOHAMA.	FRIDAY, 18th Oct., at Noon.
KINSHU MARU, P. L. FINE,	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA.	SATURDAY, 19th Oct., at 4 p.m.
YAWATA MARU, A. E. MOSES,	SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BASSAU.	FRIDAY, 25th Oct., at 4 p.m.

Through Passengers Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe in connection with the Great Northern Railway and Atlantic Steamship Lines.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Queen's Road.

A. S. MURRAY, Manager.

Hongkong, October 8, 1901.

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATES

FOR	STEAMSHIP	CAPTAIN	DATE
LONDON, &c.	Palawan	J. CHELLEW, R.N.R.	Noon, 12th Oct.
SHANGHAI	Coromandel	F. W. VIBERT, R.N.R.	About 12th Oct.
LONDON	Canton	C. F. LOCKSTONE, R.N.R.	Noon, 19th Oct.
YOKOHAMA, via SHANGHAI & KOBE, Japan		C. O. TALBOT, R.N.R.	About 20th Oct.

PASSENGER SEASON 1902.

MARSEILLES, PLYMOUTH AND LONDON ... 6284 Tons ... 29th March.
DON Direct without Transhipment ... Malta ... 6004 ... 12th April.

* See Special Advertisement.

For Freight or Passage, and further Particulars, apply to

H. A. RITCHIE, Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, October 8, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN & HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Hongkong Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yama & Honolulu)	Saturday, Oct. 12, at Noon.
Nippon Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yama & Honolulu)	Tuesday, Nov. 5, at Noon.
America Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yama & Honolulu)	Thursday, Nov. 23, at Noon.

THE Twin-Screw S. S. HONGKONG MARU will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 12th October, at Noon, 1901, taking Freight and Passengers for Japan, the United States and Europe.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the Principal Cities of the United States & Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other Central and Pacific Lines, and from Chicago to destination, the choice of direct lines, direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Special Rates (First Class only) to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, and to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcels will be received at the Office until 4 p.m. the day previous to sailing. Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent,
Hongkong, September 18, 1901.

1898

THE OSAKA SHOEN KAISHA, LIMITED.

FOR ANPING, VIA SWATOW AND AMOY.

THE Company's Steamship MAIZURU MARU, Captain T. Sarro, will be despatched for the above Ports on WEDNESDAY, the 16th Inst.

For Freight or Passage, apply to

MIYUITSU BUSSAN KAISHA, Agents.

Hongkong, October 3, 1901.

2033

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TONGA, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELPHI and NEW ZEALAND, TASMANIA, &c.)

THE Steamship AUSTRALIAN, Captain HELMS, will be despatched for the above Ports on THURSDAY, the 24th Inst., at 4 p.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, October 4, 1901.

2044

FOR NEW YORK.

THE S. S. A. I. American Ship MANUEL MAGNANO will load during September and October sailing about 24th October.

For Freight, apply to

SHAW, WATSON & Co., Agents.

Hongkong, October 1, 1901.

2045

Shipping.

NAVIGAZIONE GENERALE ITALIANA.
(GIORGIO & RELATIVO UNITED COMPANIES.)

STEAM FOR BOMBAY, PANGLOSS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LONDON and GENOA; also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN Ports up to CALAO.

Taking Cargo at through rates to PERLINA, GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE Steamship BOMBIDA, Captain D. C. ... will be despatched as above on SATURDAY, the 12th Inst., at Noon.

At Bombay the Steamer is discharging in VICTORIA DOCK. For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, October 8, 1901.

2062

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, via AMOY.

THE Company's Steamship YUENSANG, Captain ROLFE, will be despatched as above on FRIDAY, the 11th Inst., at 4 p.m.

This Steamer has superior accommodation for First-class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to

